

## REMARKS

Claims 1-3, 8-10, 13 and 15-19 are now pending in the application. Claims 1-3, 8-10, 13 and 15-19 stand rejected. Claims 4-7, 11, 12, 14 and 20 have been cancelled. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the remarks contained herein.

I. Regarding Claims 1, 8 and 9, Claim 1, as set forth above, recites, "A cabin services system for use within a cabin of a mobile platform, the cabin services system comprising: at least one audio subsystem including a plurality of programmable speaker drive modules; at least one lighting subsystem including a plurality of programmable overhead electronics units; and at least one crew interface subsystem including a plurality of programmable interface panels; wherein each speaker drive module, each overhead electronics unit and each interface panel includes configuration data used to provide one or more operations of each respective subsystem within the cabin of the mobile platform; a controller for outputting signals operative with the configuration data to control the one or more operations of each subsystem; a plurality of zone modules selectively distributed throughout the cabin controlled by the controller for routing signals between the controller and each subsystem and between the subsystems; and a plurality of dedicated switched data busses communicatively interconnecting the speaker drive modules, the overhead electronics units and the interface panels with the zone switching modules and the zone switching modules to the controller, wherein all the data busses are the same type of local area network cable."

Applicants respectfully submit that Brady Jr. et al. does not describe, show or suggest a mobile platform cabin services system including the limitations recited in Claim 1.

For example, Brady Jr. et al. does not describe, show or suggest a cabin services system that includes at least one audio subsystem including a plurality of programmable speaker drive modules, at least one lighting subsystem including a plurality of programmable overhead electronics units, at least one crew interface subsystem including a plurality of programmable interface panels and a controller that *outputs signals operative with configuration data included in the speaker drive modules,*

*the overhead electronics unit and the interface panels to control one or more operations of each subsystem.*

Rather, Brady Jr. et al. describes a method and system for updating software configurations of line-replaceable unit (LRU) computers in a restricted architecture network such as an in-flight entertainment system (IFES). The method provides for *checking the configuration* of a plurality of configurable LRUs in an IFES aboard an aircraft. The method for checking the configuration includes the following steps: (a) *generating an LRU configuration file* at the LRU, the LRU configuration file *containing a list that identifies software components currently residing on the LRU*; (b) *sending the configuration file from the LRU to the configuration server*, the configuration server holding the LRU configuration file in a working directory; (c) detecting the arrival of a configuration files in the working directory; (d) *updating a system configuration data file* (SCDF) ...; and (e) *deleting the LRU configuration file* from the working directory. The method further provides for *downloading software* from a download server to one or more configurable LRU computers in an IFES aboard an aircraft. The downloading method including: selecting a list of desired *software components representing software desired to be loaded onto one or more target LRUs*; *sending the list of desired software components from the download server to each of the target LRUs*; *comparing the list of desired software components at each LRU against a respective list of current software components at each of the LRUs*; *determining needed software components from inconsistencies between the list of desired software components and the list of current software components*; *sending an instruction from each of the LRUs to the download server to download the needed software components to the respective LRU*; *downloading the needed files to the LRU*; and *deleting unnecessary software components from the LRU*.

Thus, Brady Jr. et al. does not describe, show or suggest a cabin services system that includes a controller that outputs signals operative with configuration data included in speaker drive modules, overhead electronics units and interface panels to control operations of one or more audio subsystem(s), lighting subsystem(s) and crew interface subsystem(s). Rather Brady Jr. et al. describes determining what software is

loaded on LRUs and then loading additional software and/or deleting existing software on the LRU's.

Therefore, for at least the reasons set forth above, Applicants respectfully submit that Claim 1 is patentable over Brady Jr. et al.

Claims 8 and 9 depend from amended Claim 1. When the recitations of Claims 8 and 9 are considered in combination with the recitations of amended Claim 1, Applicants submit that Claims 8 and 9 are likewise patentable over Brady Jr. et al.

II. Regarding Claims 10, 13, 15, 16 and 17, Claim 10, as set forth above, recites limitations similar to the limitations recited in Claim 1. Therefore, in accordance with the remarks set forth above with regard to Claim 1, Applicants respectfully submit that Claim 10 is also patentable over Brady Jr. et al.

Claims 13, 15, 16 and 17 depend from Claim 10. When the recitations of Claims 13, 15, 16 and 17 are considered in combination with the recitations of Claim 10, Applicants submit that Claims 13, 15, 16 and 17 are likewise patentable over Brady Jr. et al.

III. Regarding Claims 18 and 19, Claim 18, as set forth above, recites limitations similar to the limitations recited in Claim 1. Therefore, in accordance with the remarks set forth above with regard to Claim 1, Applicants respectfully submit that Claim 18 is also patentable over Brady Jr. et al.

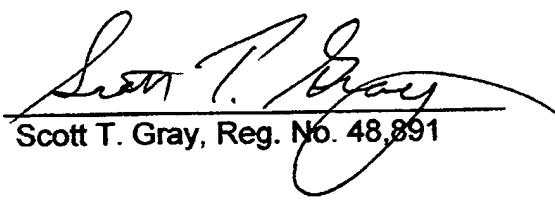
Claim 19 depends from Claim 18. When the recitations of Claim 19 are considered in combination with the recitations of Claim 18, Applicants submit that Claim 19 is likewise patentable over Brady Jr. et al.

For at least the reasons set forth above, Applicants respectfully request that the §102 rejections of Claims 1, 8-10, 13, 15, 16 and 17 be withdrawn.

**CONCLUSION**

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action and, as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this response is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (314) 726-7525.

Respectfully submitted,

By:   
Scott T. Gray, Reg. No. 48,891

Dated: March 3, 2006

HARNESS, DICKEY & PIERCE, P.L.C.  
7700 Bonhomme, Suite 400  
St. Louis, MO 63105  
314-726-7500